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Published by the Massachusetts Bay Transportation Authority

Major Line Contracts in the works

This winter the Southwest Corridor Project construction will take another significant step forward with the awarding of several large contracts for major work in all sections of the Corridor.

In Section I bidding has already been completed. Of the five bids submitted for SWCP Contract 097-115, the Schiavone Construction Company's bid of \$49.98 million was the lowest. The MBTA expects to give the Schiavone Company a Notice to Proceed in early 1981 after all contractual requirements are checked and approved.

Contract 097-115 will involve the construction of the boat section and cover between W. Canton and Harcourt Streets and the southern boundary of Section I. Construction activity, which is expected to begin in late January, will include reconstruction of the West Newton and Mass. Ave. bridges in addition to reconstruction of Carleton and Claremont Streets.

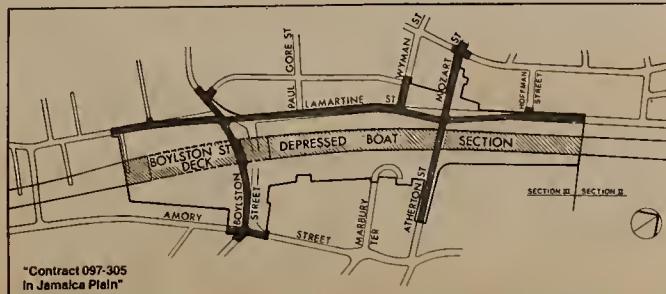
The MBTA expects to award the first heavy construction contract for Section II this winter, with construction well underway by springtime. This contract will include the excavation of the right-of-way and construction of the depressed concrete "boat" section. It will include new street bridges at Prentiss, Tremont and Cedar Streets.

The next construction activity in Jamaica Plain will be a 2,000' segment at the northern end of Section III between Hoffman St. and the south edge of the Boylston Deck. This construction contract (097-305) will include further excavation of

the right-of-way and construction of the depressed "boat" section. Although the amount of material to be excavated is only about one-third the amount which was removed during the embankment removal contract, activity will be noticeably more intense as the project moves into this next phase.

The final parkland trees, lighting and playgrounds, the stations, track-work, and signals and communication systems will not be provided under these first line contracts but will be constructed and installed during subsequent contracts closer to the beginning of revenue operations. However, this first contract will involve rough grading, loaming and seeding for grass, setting of re-used granite block and the construction of the base for the parkland paths.

There are various provisions in the specifications to minimize the negative impact of construction on the local community. Work hours will be from 7 a.m. to 10 p.m., and no construction activity will be allowed on Sundays. All pile driving will be required to cease by 5 p.m. As in the site preparation contracts all equipment will have to meet specified noise criteria, and the contractor will have a telephone number which residents can call to register complaints. Street detours will be sequenced so that no two adjacent streets are closed at the same time.



CORRIDOR NEWS

Southwest
Corridor
Project
Newsletter

January 1981

vol 2 no 1



Location of next construction contract in Section II.

Avanzan Contratos De Gran Magnitud

Ya se cerraron las licitaciones en la Sección I. De las cinco propuestas presentadas para el contrato SWCP 097-115, la más baja fué la de The Schiavone Construction Co. de \$49.98 millones. Este contrato comprende construcción de la sección nave y cubierta entre las calles W.Canton y Harcourt y el límite sur de la Sección I. Los trabajos, que comenzarán a fines de enero, incluirán la reconstrucción de los puentes de West Newton y Mass. Ave y de las calles Carleton y Claremont.

La MBTA otorgará este in-

vierno el primer contrato de construcción pesada en la Sección II que consistirá en la excavación de la vía de paso, construcción en concreto de la sección nave y puentes nuevos en las calles Prentiss, Tremont y Cedar.

El próximo trabajo en Jamaica Plain será una sección de 2,000' entre la calle Hoffman y la orilla sur de la plataforma de Boylston. Este contrato (097-305) incluirá excavación adicional de la vía de paso y construcción de la sección "nave".

Los árboles, iluminación y campos de juego, las estaciones, vías, semáforos y sistemas de comunicación no serán provistos bajo estos contratos pero sí en los subsiguientes. Sin embargo, este incluye la nivelación preliminar, cubierta con tierra negra, y siembra de grama, colocación de los bloques de granito y construcción de la base para los senderos en el parque.

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New Southwest Project Manager



Guy Denizard, an Engineer with extensive experience at Massport and at several private engineering firms, has replaced Anthony Pangaro as Manager of Southwest Corridor Development. Guy joined the MBTA in November, 1980, and has been working with Southwest Corridor staff to finalize construction documents in all three sections of the Corridor.

COMMUNITY MEETINGS

Section 1

On October 9, approximately 30 residents met at the St. Botolph Elderly Tower to review the plans and specifications for the main line contract, known as 097-115, for the area between W. Canton/Harcourt Street and Section II. Since the contract was advertised in September, construction activity is anticipated to begin in late January.

Among other things, residents were assured by Bill Quinlan, the MBTA's Section I Manager for Con-

struction, that access to the R-O-W would not be from the residential side streets. Also, construction workers would be encouraged to park on off-street staging areas.

Sección 1

El 9 de octubre, aproximadamente 30 residentes se reunieron en St. Botolph Elderly Tower para revisar los planos y especificaciones del contrato de la línea principal, conocido como 097-115, para el área entre la calle W.Canton/Harcourt y la Sección II. Como se an-

unció el contrato en septiembre, se espera que la construcción empiece a fines de enero.

Entre otras cosas, Bill Quinlan, el gerente de Construcción de la Sección I de la MBTA, les aseguró a los

residentes que acceso a Razona de construcción no será por medio de las calles residenciales laterales.

Section 2

A Section II Neighborhood Committee meeting attended by residents from all areas of the section was held on Wednesday night, December 10, at St. Francis De Sales Church in Roxbury. After a project update and introduction of Guy Denizard, the new SWCP Development Manager, attendees had an opportunity to express any concerns about the present construction in Section II. Some issues discussed included employment, the gravel stock piles along

Columbus Avenue, the Stony Brook culvert relocation and traffic flow in the area. There was discussion about the opening of the new Cross-town Arterial Street and the traffic detour around the new Tremont Street Bridge as it is being built. Attendees also reviewed a handout which explains the upcoming contracts for Section II with MBTA representatives and Project Design Engineer Herb Benson from PRC Harris.

Sección 2

Los residentes de la sección II asistieron a una reunión del Comité de Vecinos que tuvo lugar el 10 de diciembre en la Iglesia St. Francis de Sales en Roxbury. Después de oír un reporte sobre los trabajos y la introducción de Guy Denizard, el nuevo gerente de la urbanización del SWCP, hubo discusión sobre desempleo, la grava amontonada a lo largo de la Avenida Columbus, el cambio de sitio de la alcantarilla de Stony

Brook y el tráfico en esta área. Se discutió la apertura de la nueva calle Cross town Arterial y el desvío de tráfico por el puente de la calle Tremont antes de que esté terminado. Los concurrentes, junto con un representante de la MBTA y con el Ingeniero de Diseño Herb Benson de PRC Harris, revisaron un panfleto en el que se explican los contratos venideros de la Sección II.

Section 3

The Section III Neighborhood Committee met at the Agassiz School November 19, 1980 for a presentation about upcoming construction activity in Jamaica Plain. Guy Denizard, the new SWCP Development Manager was introduced, and Ken Kruckeyer summarized the project schedule. He explained that construction in the northern end of Section III would begin soon, and work in the area between the Boylston deck and Morton St. would begin next summer. By the end of 1981 project construction will be underway in Forest Hills.

During the second part of the meeting, Mr. John Carey of the MBTA'S EEO/AA office briefly discussed construction jobs. He explained that the Urban Mass Transportation Administration (UMTA) would not allow a set-aside of construction jobs based on one's place of residence.

People seeking work on the project can talk to such groups as Women in Construction, Third World Jobs Clearinghouse, the MBTA's EEO/AA office, or directly to the various contractors.

Carl Anderson, the project manager from HNTB, Section III Designers, gave the evening's major presentation which described the activity in the Boylston St. area. Following his presentation there were questions from residents attending the meeting about such topics as fencing, sequence of construction and project funding. Ken Kruckemeyer explained that the MBTA was still committed to build the project as outlined in the Environmental Impact Statement, and the UMTA reviewers had agreed that such elements as the Boylston St. Station would be built.

Sección 3

El Comité de Vecinos de la Sección III se reunió en la Escuela Agassiz el 19 de noviembre de 1980. Guy Denizard, el gerente del Proyecto SWC fue presentado y Ken Kruckemeyer, sumarizó el orden en que se harán los trabajos. Dijo que pronto empezará la construcción en el norte de la Sección III, y que el trabajo entre la plataforma Boylston y la calle Morton empezará el próximo verano. A fines de 1981 los trabajos en Forest Hill estarán encaminados.

John Carey de la oficina de la MBTA EEO/AA explicó que la Administración de Tránsito Urbano de Mass (UMTA) no permitirá reservar empleos basándose en el lugar de residencia. Personas interesadas en trabajos en el Proyecto pueden comunicarse con grupos como "Women in Construction", "Third World Jobs Clearing-

house", la oficina EEO/AA de la MBTA, o directamente con los contratistas.

Carl Anderson, el gerente del proyecto de HNTB, diseñadores de la Sección III, describió los trabajos en el área de la calle Boylston. Después de su presentación, los residentes hicieron preguntas sobre diferentes tópicos: cercas, orden de los trabajos y financiamiento del proyecto. Ken Kruckemeyer dijo que la MBTA está comprometida a construir el proyecto según el "Environmental Impact Statement".

Construction Safety Tips

Construction sites, with their high mounds of earth to climb, rubble to explore, and motor equipment to investigate, are fascinating places. But construction sites can also be dangerous play grounds.

The Southwest Corridor Project always takes all safety precautions possible in and around its construction areas, but in preparation for school vacation this past summer they launched a special effort. As part of a comprehensive safety program, the MBTA's safety office and District 2 of the Boston School Department jointly prepared a safety education program for Jamaica Plain schools.

A series of slide shows were given in Jamaica Plain grammar schools which explained the basic aspects of perils and construction in the Corridor, and emphasized the risks of playing on the construction sites. Children were given safety explanations geared to their grade levels. Bilingual students attended slide shows presented in Spanish.

This program, as well as the cooperation of parents in steering their children away from the sites, proved important in maintaining a good safety record during the site preparation contracts which have now been completed.

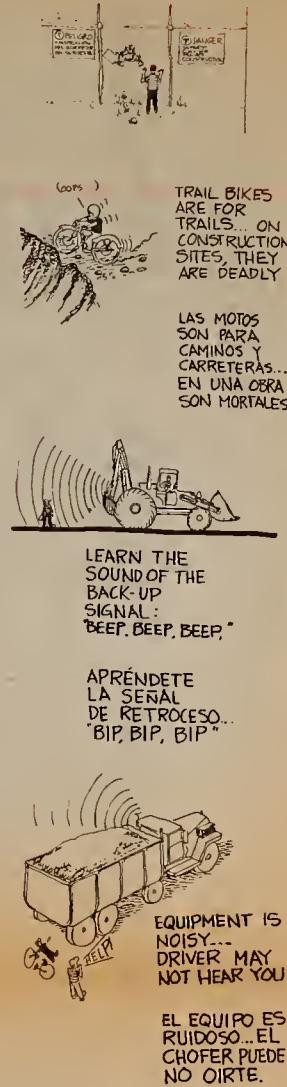


Informes de Seguridad en Construcción

Los sitios de construcción, con sus grandes montones de tierra para subir, escombros que explorar, y maquinaria que investigar, son lugares fascinantes. Pero estos sitios pueden también ser campos de juego peligrosos.

El Proyecto del Corredor Suroeste siempre toma todas las medidas de seguridad posibles dentro y alrededor de los lugares de trabajo, pero en preparación a las vacaciones escolares, este verano pasado, hicieron un esfuerzo mayor. Como parte de un programa para seguridad extenso, la oficina de seguridad de la MBTA y el Distrito 2 del Departamento Escolar de Boston prepararon un programa educativo de seguridad para las escuelas de Jamaica Plain.

En las escuelas primarias de Jamaica Plain se presentaron una serie de exhibiciones de transparencias que explicaban los aspectos básicos de los riesgos en los lugares de trabajo en el Corredor, y ponía énfasis en los peligros que corren al jugar en estos lugares. Se dieron explicaciones sobre aspectos de seguridad de acuerdo con el nivel de comprensión de cada grado. Los estudiantes bilingües atendieron exhibiciones presentadas en Español.



SWCP Ducks Find New Home



Sarah Kunz, a resident of Section I, noticed a mother duck with her seven ducklings waddling single file down the SWCP right-of-way. They were headed toward downtown in a northerly direction from what must have been their nest at the end of Braddock Park. The mother looked a bit lost amid all the construction, and was perhaps a bit overwhelmed at not finding adequate housing in the area, but each duckling followed her foot steps with blind and loving devotion. Sarah happened to have a net and box on hand. With all eight in the box, she and her husband and their son drove the ducks to a new home in the Fenway where the Kunz family felt that the duck family would find adequate water, food, and shelter,

and perhaps the potential for some new friends. Mother duck quacked a great deal upon her release, and each of the seven young ones did his or her best to imitate. With a dazed but pleased look the mother began her waddle down to the Muddy River followed, one by one, with unswerving devotion, by each darling duckling.

Artículo de los patos

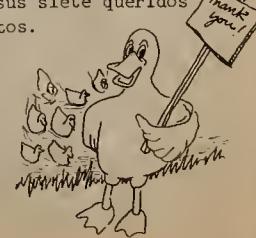
Sarah Kunz, residente de la Sección II, se fijó en una pata con siete patitos caminando en fila por el acceso del SWCP. Iban en dirección del centro de la ciudad, vi-

niendo de donde debió de haber estado su nido en el lindero norte del parque Braddock. La mamá pata parecía un poco perdida en medio de toda la construcción, y estaba, tal vez, un poco abrumada al no



poder encontrar un nido apropiado, pero cada uno de los patitos la seguían con cariño y devoción ciega. Sarah tenía por casualidad una red y una caja a mano. Con la red capturó a la bulliciosa mamá, y suavemente con la mano cogió a cada patito. Con los ocho en la caja, ella

su esposo e hijo llevaron a los patos a un nuevo hogar en el Fenway donde la familia Kunz estaba segura que la familia de los patos encontraría agua, comida y techo, y tal vez hasta nuevas amistades. La mamá pata graznó por largo rato cuando la dejaron libre, y cada uno de los siete patitos trató de imitarla lo mejor posible. Un tanto aturdida pero contenta la mamá caminó contoneándose hacia el río Muddy seguida por sus siete queridos patitos.



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CONSTRUCTION UPDATE



Demolition of several buildings to widen the right-of-way near Berkeley Street has recently been completed.



Work is continuing through the winter on relocation of the Stony Brook Culvert under the future Orange Line right-of-way.



Embankment excavation is complete in Section III as seen at the R-O-W behind the Jamalca Plein High School...



In Section II a new detour road around Stony Brook Culvert work has been opened replacing the detour in operation since last spring.



The site has been prepared in Section II for the next step of excavation and heavy construction which will begin on the right-of-way early this year.



...end at Forest Hills Station.

The SWCP Bidding Process

Following advertising for bids, the MBTA distributes sets of contract documents to interested construction contractors so that they can study the documents and prepare bids. The general contractors locate sub-contractors to do specific portions of the job. For example, they must find subs to do excavation and truck hauling, form-work and concrete work, and electrical sub-contracts.

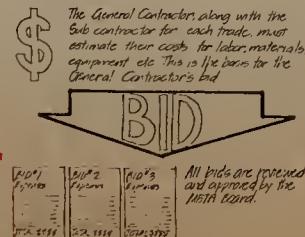
The general and sub-contractors then estimate costs for labor, materials, items like equipment rental, and so forth. The contractors also consider how to meet local, state and federal regulations such as meeting established minority business enterprise participation goals (which vary from contract to contract), and figure that into their costs. The contractors include an amount for their profit and then submit what they hope will be the lowest bid.

The general contractors select the methods of construction that they feel will attain the results called for in the contract documents at the lowest cost. After bids have been submitted to the MBTA and after the bid opening, the bids are studied during the award period. The lowest qualified bid is then accepted by

the MBTA Board of Directors. Because 80% of the project is paid for with federal funds, UMTA must also approve the award.

The general contractors for each separate contract set up to begin work after they have been awarded the job. Each general contractor must prepare and submit a detailed construction schedule to the MBTA soon after the contract is awarded. Contractors must also meet the 30% minority jobs hiring goal of the Altshuler Plan. Contractors may also be asked to describe some of their construction methods before work actually starts.

Work in each section of the Corridor is done under separate contracts such as early excavation, line construction (including structural work, landscaping, and laying tracks), and station construction. Even though the results to be obtained after construction are specified by the contract documents, many decisions about how construction will be done are made by the contractors during construction.



El Proceso de Licitación

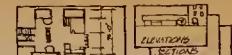
Después de anunciar la licitación, la MBTA distribuye documentos a los contratistas interesados para que puedan estudiarlos y preparar sus propuestas. Los contratistas generales buscan sub-contractistas para que construyan ciertas porciones del trabajo. Por ejemplo, deben encontrar quien haga los trabajos de excavación y acarreo con camiones, construcción de moldes y cemento, y electricistas.

Los contratistas generales y auxiliares tienen que calcular el costo de la mano de obra, materiales, alquiler de maquinaria, etc. También tienen que tomar en cuenta como cumplir con los requisitos locales, estatales y federales, y agregarlos a su presupuesto. Además incluyen la cantidad de su ganancia y entonces presentan lo que esperan sea la propuesta de precio más bajo.

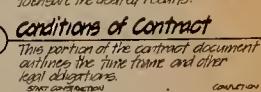
Los contratistas generales seleccionan métodos de construcción que creen podrán obtener los resultados que se especifican en el contrato al precio más bajo. Después de que las propuestas han sido presentadas a la MBTA, son estudiadas durante el tiempo asignado para ésto. La Junta de Directores de la MBTA acepta entonces la propuesta idónea más baja. El Departamento de Transporte,

The Contract Documents include:

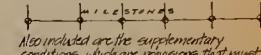
① **Working drawings**
Working drawings graphically illustrate the relationship of all parts of the transit system and how they work together. These drawings show how things are to be built.



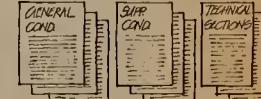
② **Specifications (technical sections)**
The specifications describe the type and quality of materials to be used, also the methods of installation and the testing procedures to be used in order to insure the desired results.



③ **Conditions of Contract**
This portion of the contract document outlines the time frame and other legal obligations.



Also included are the supplementary conditions which are provisions that must be met to respond to special conditions.



también tiene que aprobar la decisión pues el 80% del proyecto se paga con fondos del gobierno.

Tan pronto como aceptan sus propuestas los contratistas se preparan para empezar el trabajo. Cada uno debe de preparar y presentar a la MBTA un horario detallado de su trabajo. Algunas veces también les piden que describan los métodos que utilizarán en la construcción antes de que empiece el trabajo.